

Ring the Bell at Eight!

MONDAY MORNING

Will Usher in the Second Week of Our

GREAT HOURLY AND MINUTE SALES!

VOL. VII.—NO. 161.

"WE LEAD."

Spring and Summer 1885.

Without a Peer in Southern California.

WE HAVE RECEIVED

—AND PLACED ON SALE—

Spring and Summer Goods.

The Latest Styles and the most Magnificent Fabrics.

The Cream of the

EUROPEAN AND EASTERN MARKETS.

We have an immense assortment uniform low

p—e, and invite the ladies to call, inspect our goods

get our prices. All goods marked in plain figures.

CITY OF PARIS.

The Largest and Finest Dry Goods Emporium

IN NORTHERN CALIFORNIA.

106 AND 107 N. SPRING STREET.

A lot of ready made to order remains. A lot of colored hand-bills all

through the house.

WHAT YOU WILL SEE.

Busy employer and busy employee. A vast display of new goods. Great quantities of desirable bargains, and the largest crowd.

All great orders will receive prompt and careful attention.

J. T. SHEWARD,

SPRING & FIRST STREETS.

THAT INJUNCTION IS DISSOLVED

The Court relieved Messrs. Pitcher & Gray, on the sworn statement of Mr. Pitcher. He swears on information received from his attorney that to May 1885, was the term "Boston Square Dealers" used by BLUETT, DALY & SULLIVAN in advertising their business. A convenient way of evading facts, and if Mr. Pitcher can bend his morality to meet the necessities of getting rid of an injunction, we must stand it until the trial.

HERE ARE THE FACTS:

In the Daily Times, September 26, 1883, appears in display type the words, "We are Boston Square-Dealers, Clocking House, 15 Nadeau Block." Again in the Daily Times, October 15, 1883, display "Boston Square-Dealers, Clocking House, 15 Nadeau Block." And again, from a display ad. in the Daily Times, dated November 2, 1883, quote, "It is a success? Well you bet. The Boston Square-Dealers are a way to sell Clothing." And again, the quick, appreciative, or enthusiastic way in which our advertisements run, not only is the Los Angeles Times, but also the Herald, Santa Ana, Downey, Pasadena, and other papers.

BLUETT, DALY & SULLIVAN,

THE BOSTON SQUARE-DEALERS.

(TRADE MARK.)

18 Nadeau Block.

"They have days in this Store when they give goods away and beg you to carry them off."

Said one of our partners to another, "and if you come here on those days you will get the best bargains you ever saw." Each day of this week will be one of those days when they will give goods away, and load you down with them in their

ANXIETY TO GET RID OF GOODS.

We have extraordinary values in dress goods. They are incomparable. You can't find the goods anywhere in this part of the country for our prices. Our Military Department is a marvel of economy. We do not charge extra prices. A hat in our department costs you \$5, while the same could not be purchased under \$15 in a military store. We have received the latest

Straws, Feathers, Plumes, Pompons, Trimmings, Etc.

A visit to this department of our store will astonish you. The volume of business done and the varied assortment is beyond anticipation. We also carry a line of Men's Straw Hats at 50¢; Boys' Straw Hats in endless variety all prices from 25¢ upwards.

We Call Your Attention

our Gent's Furnishing Goods Department, replete with bargains. Gentleman, it will more than repay you to inspect our stock.

WE WANT TO SAY

we are just in receipt of a very heavy invoice of shoes of a superior quality, and price, to sell at prices that will make it impossible for us to compete with Eastern goods of an exceptional value

less money than the cheapest paper goods sold in this market.

PEOPLES'S STORE

DO NOT BELIEVE

—THE—

DAL OR WOOD MEN

we called upon to tell things about the EDWARDS OIL BURNER not only don't know, but things they don't believe. They are with afraid of our success and the future of the fuel trade. Don't be imposed upon, but call at the office and let us modestly prove to you success and record that the wonderful burner and fuel oil is what you use in your households, evaporators, restaurants, etc., etc.

THE OIL BURNING AND SUPPLY CO.

111 West First Street.

(TRADE MARK)

Ring the Bell at Eight!

LOS ANGELES DAILY TIMES.

LOS ANGELES, CALIFORNIA, THURSDAY MORNING, JUNE 18, 1885.

FIVE CENTS.

SIEGEL THE HATTER.

Spring Styles, 1885.



Youman's Broadway Style.



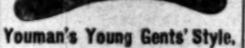
Youman's Young Gents' Style.



Brown-Pearl Black-Bea. Moccots.



Black, Clear, Beaver-\$4.



Spring Style Feltifier.



Brown-Pearl Black-Bea. Moccots.



Black, Clear, Beaver-\$4.



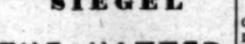
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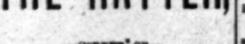
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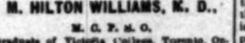
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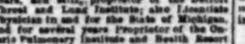
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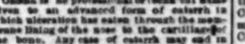
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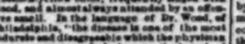
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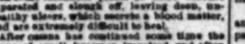
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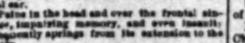
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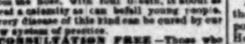
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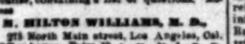
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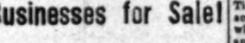
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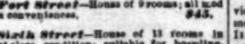
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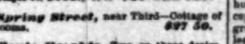
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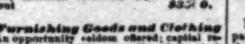
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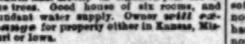
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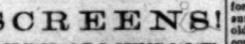
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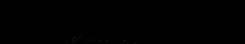
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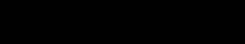
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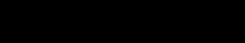
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LOS ANGELES DAILY TIMES

Times, Main and New High Streets.
(Principal entrance, 9 Temple St.)

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to THE TIMES-MIRROR COMPANY,PROFESSIONAL AND PUBLISHERS,
Mr. 2 Temple Street, Los Angeles Cal.

The Times.

THURSDAY, JUNE 18, 1885.

Is the Panama Canal Possible?

The colonial underwriting which the French people, under the leadership of their illustrious engineer, De Leopold, entered upon more than four years ago, the construction of the Panama canal has from the first been recognized as a "Titanic task," but now it begins to assume the character of a "ferocious hope."

In the days of the French, the first detachment of engineers arrived at Aspinwall, to mark the line of the proposed canal, and proceeded direct to Panama. Then followed the preliminary work of surveying, of building villages for the laborers along the designated line of operations, and of securing supplies. These operations were conducted for the most part by the Paris press with a fanfare of trumpet the like of which was scarcely ever before heard, even from that volatile and vociferous capital. The entire French nation was enthused with the brilliant prospect of success depicted, and the stock of the Panama Company was eagerly taken by the people, single shares to large blocks. All was color de rose.

Now, after four years' work—work bravely and well done, no doubt—what is the status of the enterprise? All we see is the remains of the embryo? It is a summary of M. De Leopold's plan as a starting point in the examination. These plans are stated as follows by Dr. Wolter Nelson in a recent study published before the Society of Natural History at Santa Barbara. Dr. Nelson was a resident of Panama for several years, and died there only last April. His paper gives extensive observations and much of the exact quantities from the standpoint of an educated engineer. He says:

"M. De Leopold's plans are briefly as follows: An open canal, a tide-water cut, one mile wide, 100 feet deep, of a depth of 27 feet, six inches below the level of both oceans. Its length will be about 50 miles, with a width of 73 feet, and a depth of 90 feet. Owing to the great difference in the tides of the two oceans—the tide at Colón being only half that at the Pacific—there will be a fall of 100 feet while its rise and fall on the Panama side varies from 30 to 22 feet—a vast tidal range, which is unique on the Pacific side. The basin will be in the swamps of the valley of the Rio Grande, extending inland towards Manzanillo."

Dr. Nelson then goes on to give a detailed account of the great enterprise, from which we condense the essential points:

The difficulties encountered by the intrepid builders are truly formidable. The greater the difficulties to be overcome, the more difficult it is to be constructed on the Pacific side;

2. The granite at Colima;

3. Damming the Chagres River at Gamboa;

4. The swamp and quicksands at Mindo;

5. The deadly climate of the Isthmus;

It appears that De Leopold, in his estimation of \$120,000,000 as the total cost of the work, made no provision for a tidal basin—attest that, when all was said and done, a trifle of \$30,000,000 additional, and according to the figures used, the engineer, with his magnificent affair, a sheet of water three-quarters of a mile square, covering a swamp under which, at a depth of twelve to sixteen feet, lies a vast ledge of volcanic rock.

Cut at Culibra is another formidable undertaking. It is through a hill 230 feet in height, and 1,000 feet wide, to which it is said to be 17% above the level of the canal, with a depth of the bottom of the cut, 27 feet, and at the water line of 90 feet. Calculating the slope of the sides at one in four feet, and it gives a surface out of nearly three-fourths of a mile square. This adds another 100 feet to the cost of the cut, and to meet the force of current of the Chagres river, which has been known to rise sixty feet between banks in a single day, as the result of the tropic storms of that country, where rain falls in torrents. A single error in M. De Leopold's calculations as to the level to be given to the cut, would add another 100 feet to the cost, making it \$60,000,000 more than the original estimate. Ten years is fixed by an American naval officer as the period necessary to complete that gigantic work in the earth.

The damning of the Chagres river at Gamboa is another colossal undertaking, which has been left to the beginning of April last. The beginning up of waters of a tropical river, draining vast valley regions amid mountains forming extensive water-sheds, is looked upon, even by French engineers, as a well-nigh hopeless task. In the original estimate \$20,000,000 were allowed for this project. Survey after survey has shown that the work can only be developed in fresh difficulties. The proportions of the projected work, as given in a report by the British Captain Pim to the late Secretary of State, were as follows:

Length at base..... 3,210 ft.
Thickness..... 30 ft.
Height..... 100 ft.

Dr. Nelson, commenting on this dam project, points out that there is no rocky foundation upon which to place such a colossus, and says, when this fact is considered, "we are dazed at the daring of the whole scheme." He goes on to illustrate the magnitude of the im-

portant speech made by Senator John F. Miller before the Chamber of Commerce of San Francisco yesterday afternoon, warmly advocating the cause of the Panamanian Republic, experiment, and declaring that the latter will be a perpetual menace to the Pacific Coast possessions of the United States. Senator Miller's position as Chairman of the Senate Committee on Foreign Relations, important interests, and importance to his constituents, caused him to speak with considerable frankness, and the views of California's honored and trusted representative in the higher branch of the National Legislature.

The railroad follows the valley of the Chagres and of the Chagres as well; of considerable height, are met with on the hill sides, and in the valley between them, hills and waterfalls pile up in the distance. During the year 1872, there were from 12 to 15 feet of fall, there were such a great variety of trees, and many species of flowers, and the soil was so rich, that the French engineer, Mr. Pedro, found that food, took a bungo and a mule, and proceeded direct to Colón, and proceeded to Empedador, or over, say, what will be the distance to the Pacific.

The food lasted four days, washing away houses, the track, etc., and such a great variety of trees, and many species of flowers, and the soil was so rich, that the French engineer, Mr. Pedro, found that food, took a bungo and a mule, and proceeded direct to Colón, and proceeded to Empedador, or over, say, what will be the distance to the Pacific.

The French engineers, who worked on the Isthmus for nearly three years without learning anything about those foods, when an American engineer, Robert K. Wright, Jr., made a report and established the food level. This and other facts lead to the conclusion that the French entered upon the work of the canal without due deliberation or sufficient knowledge of the ground.

The swamps and quicksands of Mindo, a few miles from Colón, are mentioned as the next in the list of serious obstacles to be encountered. When Col. Thomas, chief engineer of the Panamanian Republic, came to work for his staff, in making surveys, failed to get bottom in 150 feet. The difficulty was finally solved by throwing in immense masses of wood, earth, soil, foundations on which to lay the road-bed. But in constructing a canal, the conditions are entirely different—such as the canal is to be built. These swamps extend for several miles, and beneath them are quicksands, making the work of constructing a canal with stable sides and bottom an almost insurmountable task.

The French engineers have a theory that, by diverting the course of the Chagres, they could shorten the distance, they can use its waters to flush the canal, so that the water need not be drawn on. But the theory is not correct, as we have seen, and the water is not to be diverted, but to be used for irrigation purposes, and to supply the work force.

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